



DETERMINING RURAL ELIGIBILITY

Applicants will have to self-certify that they meet eligibility to compete as a RIPA project, according to Health and Safety Code 50199.20. For a full explanation in how to meet this requirement:

<http://www.treasurer.ca.gov/ctcac/2015/methodology.pdf>

Questions:

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Tax Credit Allocation Committee

THRESHOLD REQUIREMENTS

- **Must be located in a Rural Area**
- **Must have Qualifying Transit (QT)**
Examples:
 - *Consistent Bus Line, stopping within ½ mile of Project (Fixed Transit)*
 - *Vanpool Program (Flexible Transit)*
 - *Shuttle Service (Flexible Transit)*
 - *Rail Service, but must depart at least twice during Peak Hours (Fixed Transit)*

Project Components

Sustainable Transportation Infrastructure (STI)

Examples:

- *Sidewalks, Bike Lanes, and Bike Paths*
- *Pedestrian Crossings and Traffic Calming*
- *Development/Improvement of Transit Station*
- *Boarding Infrastructure*
- *Vehicles to expand transit service*

At least one of the following:

- **Affordable Housing (AH) or Housing-Related Infrastructure (HRI)**
Examples:
 - *Construction or Rehab of Affordable Housing units*
 - *Site Acquisition*
 - *Sewer Installation*
- **Transportation Related Amenities (TRA) or additional Sustainable Transportation Infrastructure (STI)**
Examples of TRA:
 - *Bike Parking & Bike Repair Kiosks*
 - *Bus Shelters*
 - *Lighting & Signage*
- **Programs**
Examples:
 - *Bike Share or Ride Share Operations Cost*
 - *Transit Pass Program*
 - *Educational Programs on Active Transportation*

IMPORTANT CONSIDERATIONS FOR RIPA PROJECTS

GHG Reduction

For RIPA projects, and across other project areas, the key to maximizing GHG reduction for housing projects will be higher densities, reducing parking, and incorporating mixed use elements into the development. For both housing and transportation projects, proximity to a Central Business District and providing some kind of subsidy to incentivize transportation use will yield greater GHG reductions.

Determining Density Requirements

For Affordable Housing Developments (AHD) in rural areas, an important consideration before applying for AHSC is ensuring that the Project meets the Density Requirements.

Step 1: Determine Project Location Designation (see Appendix C)

Non-Metropolitan	Suburban	Urban
Jurisdictions (cities/counties) located within Non-Metropolitan Counties	Jurisdictions (cities/counties) located within a Metropolitan Statistical Area (MSA) with a population of less than 2 million unless a city has a population of greater than 100,000 in which case it would be considered Urban	Jurisdictions (cities/counties) located within a Metropolitan Statistical Area (MSA) with a population of more than 2 million unless a city has a population of less than 25,000 in which case it would be considered suburban

Step 2: Check **Net Density** Requirement for your Project Location Designation

Figure 3		
Project Location*	MINIMUM NET DENSITY REQUIREMENTS	
	Residential only Projects	Mixed-Use Projects (Floor Area Ratio)
Urban	30 units per acre	>2.0
Suburban	20 units per acre	>1.5
Non-Metropolitan	15 units per acre	>.75

*Refer to Appendix C for definitions of Project Location designations and applicable **Net Density** requirements

Net Density: total number of dwelling units per acre of land to be developed for residential or mixed use, excluding allowed deductible areas. Allowed deductible areas are public dedications of land which are for public streets, public sidewalks, public open space, and public drainage facilities. Non allowed deductible areas include utility easements, setbacks, private drives and walkways, landscaping, common areas and facilities, off street parking, and drainage facilities exclusive to a development project. Mitigations required for development will not be included in the allowed deductible areas.

Note: Projects competing under RIPA will not have uniform density requirements.

Location Efficiency and Access to Destinations

To receive points in this category, it's important that the Project scores at least at 50 or more on Walk Score. The tool looks at ease in "running errands" by walking or biking. Proximity to grocery stores, parks and schools are some of the strongest indicators in developing the score. Infill projects in downtown or retail areas will score best on Walk Score.

EXAMPLES: Downtown Soledad, Downtown Red Bluff, Downtown Dinuba

AHSC Program Staff recognizes that WalkScore does not always capture newly-operational transit systems or new active transportation improvements. Applicants are encouraged to submit maps outlining these amenities to still receive points in this category.